

"D. C. L."
GINS.

OLD TOM ... \$8.50 Per Dozen.
DRY ... 8.50
SOLE AGENTS:
H. PRICE & CO.,
WINE & SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

"D. C. L."
PURE SCOTCH WHISKY
Price \$15.50 Per Dozen.
SOLE AGENTS:
H. PRICE & CO.,
WINE & SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

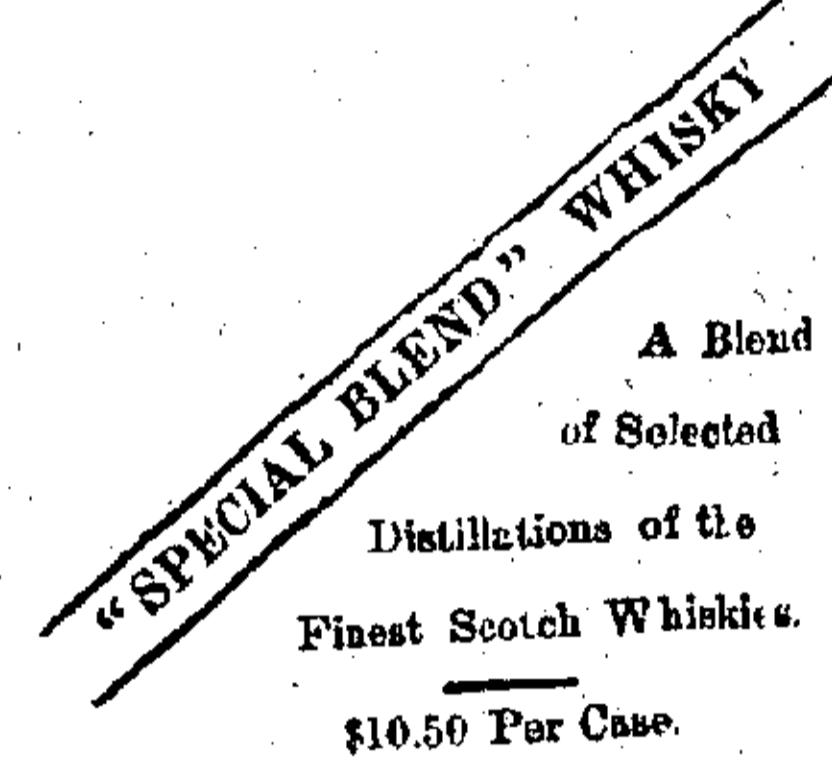
NO. 14,831 號壹十三百八千四萬一第一 日式十二月九日登十三緒光 HONGKONG, FRIDAY, OCTOBER 20TH, 1905. 五十年十月十五日零百九千一英港香 PRICE, \$3 PER MONTH.


Watson's Household Ammonia
FOR THE BATH, TOILET AND HOUSEHOLD.

An Elegant Preparation. Delicately Perfumed. Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

A. S. WATSON & CO. LIMITED.
RE HONGKONG DISPENSARY.

CUTLER, PALMER & CO.'S


A Blend of Selected Distillations of the Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to
SIEMSSSEN & CO., Hongkong.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.50 per bag ex Factory.
SHEWAN, TOME'S & CO.
General Managers.
Hongkong, 1st October, 1905.

NOTICE.

GEO. FENWICK & CO. LTD., Engineers &c., are open to receive OFFERS FOR THE PURCHASE OF THEIR WANChAI PROPERTY, comprising portions of Marine Lots Nos. 31 and 36; approximate area 43,000 square feet.
For further particulars apply to the Company.
Hongkong, 12th July, 1905.

[133]

SIE NTING.
SURGEON DENTIST,
NO. 10, DAGUILLAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905.

[214]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.
37, DES VIEUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905.

[2056]

J. WATT JAMESON & CO., MARINE SALVAGE ENGINEERS.

[2056]

THIS COMPANY POSSESSES THE MOST POWERFUL & EFFICIENT SALVAGE MACHINERY.
CONTRACTS UNDERTAKEN.
TELEGRAPHIC INSTRUCTIONS ACTED UPON IMMEDIATELY.

[2056]

The Company has the powerful steamer City of Birmingham (287 Tons. 7.50 I.H.P.) specially equipped with necessary Gear for Salvage purposes, always ready at short Notice. Telegraphic Address—“SALVAGE-HONGKONG” Hotel Mansions, A.B.C. 4th Edition, & 4th Floor. A.L. Codes. Agents for Messrs. SIEBE, GORMAN & Co. Submarine Fire Ingers, Makers of all classes of Diving Gear, London. Hongkong, 3rd October, 1905.

[2265]

THE DIRECTORY AND CHRONICLE
FOR 1905

[2056]

Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

MOSELLES

FROM DEINHARD & CO., COBLENZ.

THE FASHIONABLE WINES OF THE MOMENT ARE MOSELLES BOTH STILL AND SPARKLING: WE HAVE IN STOCK AT THE MOMENT—

For Case Per Case
1 doz. bottles 2 doz. 3 bottles.

\$18.00 \$90.00

GRAACHER (SUPERIOR)

SPARKLING MOSELLE (CROWN LABEL) 24.00 26.00

BERNCASTLE DOCTOR (VERY CHOICE) 38.00

TELEPHONE No. 75.

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL.

Hongkong, 27th September, 1905.

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PEERLESS SCOTS WHISKIES

HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all “Peg” WHISKIES at ... \$15.00

5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00

Stop drinking rank, Smoky Spirit, because “it comes through the SODA.”

Try HAIG & HAIG'S WHISKIES: pure, mellow matured, non-smoky, delicate flavor.

Once tried, preferred to all others. Sole Agents for Hongkong:

F. BLACKHEAD & CO.

1298

SCOTLAND'S BEST.

WATSON'S (DUNDEE)

No. “10” SCOTCH.

BOTTLED IN H. M. CUSTOMS

DUNDEE.

AGENTS:

WATKINS, LIMITED,

CHEMISTS AND DRUGGISTS,

AND

AERATED WATER MANUFACTURERS.

(Crown Brand.)

APOTHECARIES HALL, HONGKONG.

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HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LTD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 16th August, 1905.

[1965]

LANE, CRAWFORD & CO.

NEW GOODS FOR ALL DEPARTMENTS NOW ARRIVING.

GROUND FLOOR—GENTLEMEN'S OUTFITTING, HOSIERY, &c.

HARDWARE, ELECTRO-PLATE, CUTLERY, GLASSWARE, CRICKET, TENNIS, FOOTBALL, HOCKEY & CROQUET GEAR, GROCERIES, WINES AND SPIRITS.

SHIP-CHANDLERY DEPARTMENT.

1ST FLOOR—PIANOS AND MUSICAL INSTRUMENTS, MUSIC, &c.

TAILORING.

& GENERAL OFFICES.

2ND FLOOR—FURNISHING, UPHOLSTERY, CARPETS, BEDSTEADS, HOUSEHOLD LINEN, &c.

BY LADIES' COSTUMES, BLOUSES, SKIRTS, HATS, RAIN-ELEVATOR COATS, UMBRELLAS, SUNSHADES, &c.

Hongkong, 28th September, 1905.

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THE LAHMEYER ELECTRICAL CO., LTD., LONDON.

THE FEILIN & GUILLAUME-LAHMEYER WERKE FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION Apply to SIEMSSSEN & CO., SOLE AGENTS FOR CHINA.

[54a]

JAPAN COALS.

MITSUI BUSSAN KAISHA
MITSUI & CO.

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIVER STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 16, HOUSE STREET

OTHER BRANCHES

New York, San Francisco, Hamburg, Berlin, Singapore, Souroabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Soochow, Chemnitz, Yokohama, Yokohama, Nagoya, Osaka, Kobe, Kuro, Shimonoishi, Moji, Wakamatsu, Karatsu, Nagasaki, Kachinotu, Sasebo, Maizuru, Mikio, Hakodate, Taipeh, &c.

Hongkong, 3rd October, 1905.

[2265]

Telegraphic Address “MITSUI” (A.B.C. and A.1. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROFESSIONALS OF THE Famous MIKIE, Tagawa, Yamano and Iba Coal Mines; and

SOLE AGENTS for Hokoku, Horio, Kunada, Fujinotani, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Teiakaku, Yoshinotani, Yosho, Yunokubira, and other Coals.

S. MINAMI, Manager, Hongkong.

[1]

KOWLOON HOTEL.

KOWLOON.

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS. BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER.

[3068]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

PER CASE.

BRANDY *** \$22.50

*** 20.00

*** 16.75

WHISKY, PALL MALL 20.00

JOHN WALKER & SONS OLD HIGHLAND 12.50

C. P. & CO.'S SPECIAL BLEND 10.50

PORT WINE, INVALIDS 20.00

DOURO 13.75

SHERRY, AMOROSO 20.00

LA TORRE 16.00

BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.

HONGKONG AGENTS.

[47]

CHUN SENG.

No. 39, QUEEN'S ROAD, HONGKONG. Late of 51, MAIN STREET, YOKOHAMA DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.

ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905.

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LETTS' DIARIES, 1906.

NEW STOCK.

PLAYING CARDS in Great Variety.

AYRE'S CHAMPIONSHIP TENNIS BALLS; EGYPTIAN CIGARETTES—Sultans \$2.00 per 100.

Part 26 and 27, Russo-Japanese War Diary—Maps and Illustrations, each \$0.60

Morier's Nautical Tables \$0.80

Geography of China and the World, with Coloured Maps \$1.50

Nobody Knows, Illustrated, by Madeline Hall (Juronie) \$1.50

For very little—Folk—A Jumble Book \$2.70

Sandow's “Grip” DUMB BELLS.

GUEST, WEDDING, and MENU CARDS.

GEM & CLINCH PAPER CLIPS.

AUTOGRAPH & other CHRISTMAS CARDS. Very Choice Selection.

New Style.

Call Flag W.

J. W. KEW.

Merriweather.

Hotel Mansions, 3rd Floor.

Hong

INTIMATION

A. S. WATSON & CO.,
LIMITED,

WINE & SPIRIT
MERCHANTS."BULL DOG"
LIGHT ALE.

THIS ALE, brewed expressly for ROBERT PORTER & CO., LIMITED, is bottled under a special system which enables the best characteristics of a good English Ale to be combined with extreme lightness of character and a practical FREEDOM FROM SEDIMENT, a result hitherto deemed unattainable.

Per Case 4 doz. qts. \$18 Per doz. qts. \$4.50
8 qts. 24 pts. 3.00
12 qts. splits 27. splits 2.40

SOLE AGENTS:

A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

concession be acquired the annual cost to the Colony of a guarantee of say 4 per cent. would," Mr. STEWART urged, "be a justifiable risk, if merely as an insurance against a port being opened which might do Hongkong irreparable mischief." Mr. STEWART suggested to the Committee that in the event of their agreeing with these views they should form themselves into a delegation and wait upon HIS EXCELLENCE THE OFFICER ADMINISTERING THE GOVERNMENT with recommendations along the lines above indicated, which are fully set forth in the letter. This suggestion was at once adopted, and for the first time we have "published by permission" the report of the interview which then took place; Mr. R. C. WILCOX, as Chairman, being the spokesman and reading a lengthy address which sets out with great strength and clearness the case for prompt action along the lines which the Hon. Mr. GRIMSTON STEWART had suggested.

In the Hon. Mr. F. H. MAX, C.M.G., the Officer then administering the Government, the delegation found, as they anticipated, a sympathetic listener and a warm advocate of the early construction of the line, if necessary with the guarantee of the Government. The result was that when Sir MATTHEW NATHAN came to take up the reins of Government in the Colony he announced himself in his first public speech as in favour of the early prosecution of this important work. Then after resigning themselves to a policy of temporary inaction, waiting with what patience they might for some settlement of certain questions unknown, the China Association laid before the GOVERNOR an expression of their opinion on the subject and urged HIS EXCELLENCE to take the earliest opportunity of forwarding it to the RIGHT HONOURABLE THE SECRETARY OF STATE FOR THE COLONIES. The result, as all know now, is that the Hongkong Government has undertaken to construct that portion of the railway which will lie in British Territory; a survey of the route is being made, and H.E. THE GOVERNOR has been given by the Legislative Council the necessary authority to raise a loan for the construction of the line. For this result, as we have shown, the community is largely indebted to the persistent advocacy of the China Association. No less than twenty-six pages of the Appendix are devoted to correspondence on this important subject, and the whole is well worth reading. The Committee has besides dealt with such matters as the Reform of the Currency in China; they have been instrumental in changing a vexatious order of the Imperial Maritime Customs with regard to steamers permits on the West River; they have dealt with the transit pass question in Yunnan; with the rights of neutral shipping during war; with the Russian occupation of Newchwang; the question of new Treaty Ports in Manchuria; the employment of capital in railway enterprises in China, and matters of a like nature—making altogether a very satisfactory body of evidence that the Association is a really useful and necessary organization in our midst and deserving the warmest recognition as such by the entire British community.

Mr. and Mrs. E. A. Hewitt returned to the Colony yesterday by the P. & O. mail steamer *Aracida*.

Europe does not regard the achievement of the Russian Peace Plenipotentiaries as an unmixed triumph. Many papers, including *Russian*, dwell on the loss of prestige and failure of ambition.

A Rugby Football team from New Zealand, touring England, beat Devon by 35 points to four last month.

Japan has given a contract for 7,400 tons of bridge steel to the American Bridge Company. It is for railway work.

Our shipping advertisements to-day include an announcement by the Hamburg-Amerika Linie of a steamer to sail for Vladivostock.

The Directors of the Union Insurance Society of Canton, Limited, announce a dividend of 40 per cent. on the paid-up capital.

Messrs. Benjamin Kelly & Potts were advised that the Chinese Engineering and Mining Co., Limited, has declared a dividend (Coupon No. 5) of one shilling per share.

Herr Bebel, the famous German Socialistic leader, remarked in a recent speech that Russia had lost the position of arbiter in Europe, which she had been holding since 1871.

The body of one of the Chinese women drowned on Monday, when the ferry boat *Evening Star* collided with their sampan, was recovered yesterday and conveyed to the mortuary at Kowloon.

A rival to the Standard Oil Company, with a capital of £40,000,000, has made its appearance. The syndicate is said to control the entire Texas output of oil, as well as part of the output of other states. A drop in prices has already been recorded, owing to the competition.

The owners' fears regarding the safety of the s.s. *Zucia Victoria* have now been allayed. The vessel was delayed in Saigon several days after the appointed time for sailing, consequently the captain, according to custom, did not advise Messrs. Musso & Co. until the day of leaving port. They received a telegram yesterday to the effect that all was well.

Princess Louise of Coburg has been struck off the list of ladies of the Order of the Star and Cross. It is stated that a Parisian publisher has made the Princess an offer of £40,000 for the copyright of her memoirs. It is known in Vienna that the Princess has the intention of writing her memoirs, but she is not expected to publish them as long as her father, King Leopold, is alive.

On Wednesday afternoon a Chinese constable noticed an Indian—who is supposed to have been absent from the s.s. *Poona* since 15th inst.—running about the Praya, chasing Chinese, and finally catching a gentleman's horse by the head. Then the Jukung interceded and took him to the Police Station on a charge of being drunk and disorderly. There he vomited very badly and he was sent to the hospital, where it was discovered he was suffering from the effects of having taken opium.

A native was admitted to the Government Civil Hospital yesterday morning in a semi-conscious condition, having been nearly drowned. When walking, in a drunken condition, between the Queen's and Murray Wharves he fell over the wall. A constable heard his cry of "Save life," and with the assistance of some people on a sampan pulled him out of the water and tried the usual methods of resuscitation, afterwards conveying him to the police station whence he was removed to the hospital.

It is already clear that Australia is favourably disposed towards General Booth's emigration scheme. In view of the crying need of settlers, the attitude of the different State Premiers is decidedly sympathetic, though naturally information is sought respecting the kind of people that General Booth hopes to send out. Ne'er-do-wells and those who are unemployed because unemployable would certainly not be welcome under the Southern Cross, while, on the other hand, those who are prospering in the Mother Country will not desire to emigrate and could ill be spared. Between these limits General Booth's selections must be made, and upon the wisdom and judgment shown in his selection will the success or failure of the whole scheme depend.

A section of the members of the British Association paid a visit on Sept. 16th to Umali, on their way to Beira. They were hospitably entertained, and a delegation of Portuguese headed by the secretary of the Governor of Mozambique joined in the welcome. Professor Darwin, in responding to the toast of the British Association at the luncheon at Salisbury on Sept. 15th told a story of two workmen in Johannesburg who were engaged in discussing the subject of the association. One said, "I have not seen them yet. Where do they play?" He evidently thought the association was a football team. (Laughter.) They could imagine the disappointment of these gentlemen when they saw a professor in helmet chasing butterflies.

Our Hongkong readers may remember that Mr. Sandow, the strong man, had a gift of storytelling. On reaching London, he gave the newspaper interviewers the following anecdote:—Among the offers which he received abroad was one from a wealthy Parsee. This man was a sufferer from elephantiasis, and in six months he was cured under Sandow's treatment. The agreement was rather remarkable. If Sandow effected a cure the Parsee offered to pay £10,000 but if no cure were effected then Sandow refused to accept anything. At the end of six months the man was cured, and Sandow received the £10,000. So pleased was his patient that he offered £30,000 for Sandow to remain with him another three years, but this tempting offer was refused.

The Central News says it is understood at Southampton that the Union Castle liner *Arundel Castle*, which has been laid up in Southampton Water for several months, has been purchased on behalf of the Russian Government. She is being fitted as a troopship, and it is believed that she will be used to bring back to Russia the prisoners of war now in Japan. The Union Castle have five other large steamers lying in Southampton Water as a consequence of the slackness of south African trade since the close of the Boer War.

TELEGRAMS.

[DAILY PRESS SERVICE.]

PRINCE OF WALES' TOUR.

LONDON, 19th October.

T.R.H. the Prince and Princess of Wales depart for India to-day.

[REUTER'S SERVICES.]

NEW JAPANESE BATTLESHIPS.

LONDON, 17th October.

The Japanese battleships *Kashima* and *Katori* are on the point of completion. Capt. Asuka and the chief constructor were entertained yesterday at a farewell dinner, at which Captain Asuka was presented with a silver cup, mounted on a stand made from oak of the *Victory*; Sir Phillip Watts, Sir Albert Durston, and Sir Wilhelm White, the chiefs of the great shipbuilding yards, were present.

THE BRITISH ARMY.

LONDON, 17th October.

Owing to vacancies in the Cavalry, the army council is prepared to receive, temporarily, application for commissions on probation from gentlemen, without preliminary training at the military college.

THE LATE SIR HENRY IRVING.

LONDON, 17th October.

The Dean of Westminster has consented to the interment of the late Sir Henry Irving in Westminster Abbey. The funeral is expected to take place on Friday with great public ceremony.

FRANCE AND VENEZUELA.

LONDON, 17th October.

A French squadron has left Cherbourg for Venezuelan waters.

BRITISH MARINE OFFICERS CAPTURED BY BANDITS.

LONDON, 17th October.

Captain Crowther and Lieutenant Hatton, of the Marines, have been captured by Angbera bandits between Tetuan and Tangiers, when returning from the stranded repair-ship *Assistance*.

AUSTRIA-HUNGARY.

LONDON, 17th October.

Count Fejervary has been re-appointed Hungarian Prime Minister, implying a renewal of the acute conflict with the Crown and the parliamentary majority.

THE PARIS MUNICIPALS IN LONDON.

LONDON, 17th October.

The King received the Paris Municipals at Buckingham Palace to-day.

SHANGHAI RELEASES QUARANTINE.

The following telegram, dated the 18th October, has been received from H.B.M. Consul-General at Shanghai:—"Hongkong released from quarantine, 16th October."

THE TANJONG PAGAR DOCK CO.

SHAREHOLDERS' MEETING.

An extraordinary meeting of the Tanjong Pagar Dock shareholders was held on Oct. 13, to deal with the profits made during the half year ending June 30. There appears to have been a full attendance.

The Hon. Mr. John Anderson was rated out of order for asking a question designed to fit the responsibility for the delay in informing the shareholders of the Government's decision to expropriate the concern. Another question which he asked, concerning the coal consumption during the half year under review, was also unanswered in spite of his protests.

It was decided by 31 to one (Mr. Anderson voting against) on the ground that reasonable information had been withheld: "That the Directors be requested to apply to Government for the payment over to the company of the sum of \$891,675.02, as the balance shown on the certified accounts, representing profits available for immediate distribution as safer and more suitable for the purpose?"

THE INCREASE OF TAXES.

This is the general topic of conversation in this city. Some two years ago a commission was appointed by the Government to study the best means of regulating the taxes of this city. This commission recommended, among other proposals, that the house tax should not be paid according to the rental, but according to the area occupied by each house. The Government seeing the advantage to be derived, approved of the proposal and is now going to adopt it. It is, indeed, too bad for the Government to increase the tax on the poor inhabitants of Macao. They are already contributing more than enough for the expenditures of the Colony, and the Government have enough funds for not only the improvement and requirements of Macao, but also to send periodical remittances to her sister colony, Timor. It is really hard for the inhabitants of this city to pay increased taxes and see the money go out of the Colony. What is worse, I also hear that the Leal Senado is going to increase the lighting tax. What next, I wonder?

A dividend of 32s per share was then declared.

At a special meeting following, by 22 votes to three, it was decided to pay the five Directors for their services after June 30, 1905, the total amount of \$22,500 per annum. This was protested against on the ground that these Directors were also on the Government Board, and being paid by the Government.

We have collated the foregoing statements from the *Singapore Free Press*.

LATEST STEAMER MOVEMENTS.

The O. & O. str. *Doric* will leave Manila on Saturday morning, the 21st inst., and will be due to arrive at Hongkong early Monday morning, the 23rd inst.

The str. *Gregory Peacock*, from Calcutta and Penang, left Singapore on the 18th inst., p.m., and is due here on the 24th inst.

The H.A.L. str. *C. Ferdinand*, from Hamburg, left Singapore for this port on the 19th inst., a.m., and may be expected here on the 25th inst., a.m.

CANTON.

[FROM OUR CORRESPONDENT.]

18th October.

HARBOUR POLICE FOR CANTON.—Viceroy Shum has decided to establish a river police force for Canton Harbour from the 1st of the 12th Moon. To begin with, the Head office will be at Hoi-ku Fort (Dutch-folly); the Eastern station at Tai-shan-tau; the Western at Wong-sha, and the Southern at Tai-chang-mai Fort (Macao Fort). Each station will be provided with a steam pinnace and six police-boats. Each boat will have accommodation for six policemen: total force 188 men. These boats will patrol the river day and night and it is expected that good order may result.

RECOMMENDED FOR PROMOTION.

Viceroy Shum has memorialized the Throne recommending for promotion and honours Wong-Ping-Yau, the new director of the Yue-Han Railway, and Chan-Mung-Tsang, the Prefect of Canton, the former to receive the red button of the first degree and the latter to obtain a taotaiship. These officials should show themselves particularly grateful as this is the first memorial of the kind that Viceroy Shum has sent to the throne since his arrival here.

ROBBER INFESTED DISTRICTS.

It has recently been reported to Viceroy Shum that the Tung-Kuan and Sun-on districts, both of which are bordering on the British new territory, are infested with robbers. His Excellency has despatched two expert magistrates, Tsui-Kan-Leng and Lai-Shiu-Hi, with instructions to work in accord with the local civil and military officers and to devise means to clear the country of these desperadoes and restore peace in the troubled districts.

A POLICEMAN BEATEN.

While the Literary Chancellor, Yu Sik, who arrived yesterday, was crossing the town on his way to the Yamen, the official procession was met in the Kwai-Hung-Kai by a crowd of about 30 workmen from the Telephone Company who were carrying various materials. One of the Chancellor's attendants was knocked down and a big row ensued. A policeman soon arrived on the scene and tried to arrest the offender. His comrade came, however, to the rescue and in spite of the frequent calls for help made by the representatives of the law, who was severely knocked about, he was taken by the workmen to the telephone office and detained. The Inspector of No. 3 Station appeared later and obtained the policeman's release. This is the land of topsy-turvydom, indeed!

NEW WHARVES.

Passengers coming up to Canton by steamers other than those of the Canton-Macao S. S. Co. have hitherto been obliged to use a sampan for landing. A company floated some time ago memorialized Viceroy Shum for permission to erect steel piers along the bank of the new reclamation and have obtained permission to proceed with the work. Work was commenced yesterday and the new piers are piled up with girders, timber, etc. This will be bad news to the shareholders of the Canton-Macao S. S. Co., as competition will henceforth be keener than ever. The company might have kept the wharf monopoly in their hands by buying up the lots on the bank available for that purpose.

A MAGISTRATE ARRESTED.

Chai-Ting-Kam, ex-Heungsian magistrate, was arrested on the 15th inst. by order of the provincial judge. A deficit of over 10,000 taels had been discovered in his accounts by the now magistrate for that district. Chai has been locked up in the Poon-Yu gaol pending his trial.

THE KWONG-NGA LANE ROBBERY CASE.

On the 20th ultimo I reported that a daring robbery had been committed at house No. 18 in the Kwong-Nga Lane, in broad daylight. The house was occupied by an expert thief, Sun-Yui-Kwan, and jewellery and money to the value of ten thousand taels had been carried away, no arrests having been made so far in connection with this affair and none of the stolen property having been recovered. Sun petitioned the Viceroy praying that orders might be given to the responsible authorities to exert themselves a little more in the matter. His Excellency has replied that the police and bravos of that district must be blind and deaf to allow such daring acts of robbery to be perpetrated under their very noses. He has consequently ordered the provincial judge and the chief officer of the military station to inform the Nam-Hoi that steamer must be at once sent to have the robbers arrested and the stolen property recovered, otherwise he will be cashiered.

SHOP-LIFTERS.

A sewing shop was recently started by a woman in the Ching Shun Ho (in the new walled city). The shop employed only women and girls. Jackets and other garments were sold. Bad characters took advantage of the fact that there was not a single male servant on the premises and frequently snatched an article or two under the pretence of buying them and ran away. The proprietress reported the matter to the police who sent a couple of men to watch the shop. Several of the thieves have now been arrested.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 19th at 11.50 a.m. the barometer is falling in Japan, and rising over China.

The shallow area of low pressure lying now over S.W. Japan is moving slowly Eastwards.

It is followed by an area of high pressure which lies over N.W. China.

Pressure is slightly low in the neighbourhood of the S. Philippines.

Gradients are steeper on the China coast and strong monsoon may be expected to set in again in the Formosa Channel, and over the N. part of the China Sea.

Forecast—N. winds, freshening; fair, cooler.

THE UNION INSURANCE SOCIETY OF CANTON LTD.

The thirty-second ordinary annual meeting of shareholders was held at the Society's offices, Queen's Buildings, at noon yesterday. There were present Messrs. H. W. Sude (chairman), A. G. Wood, N. A. Siebs, A. Forbes, G. H. Medhurst (directors), W. J. Saunders (secretary), Hon. Mr. Gershon Stewart and Messrs. A. V. Apair, Ho Fook, H. M. Nomazé, H. F. Carmichael, A. J. Morris, W. H. Gaskell, F. D. Goddard, J. T. Vernon, C. H. Rogge, G. H. Potts, J. A. Jupp, C. W. Richards, W. Melchers, A. B. Rous, C. M. G. Burnie, H. J. Carroll and J. A. Curran.

The SECRETARY having read the notice convening the meeting, the CHAIRMAN said:—

GENTLEMEN.—The report has been in your hands for some time and I will with your permission take it as read. I think I may fairly say that the figures presented in this report are satisfactory in every particular. The premium income is larger than it has ever been before and the interest receipts also show a considerable increase on previous figures. At the same time the charges show a decrease while the losses and claims are about the same. I will not take up your time in going through the figures item by item, as I have no doubt you have all studied them carefully, but I may mention that sterling exchange is taken at 1.10^{1/2} this year, as against 1.10 last year, and that the dollar equivalent of all sterling items would naturally owing to this cause show a decrease of about 2 per cent. I will now come to the division of profits for the year 1904. As you may have heard, a considerable portion of these profits has been derived from the war risk business. Some of you may think that it would be better to avoid this class of business as being of too speculative a nature; but it is not possible to do this altogether, as underwriters have to oblige regular customers by taking these risks sometimes. Also, when a war is going on, there is less ordinary business than at other times and consequently more competition for it, whereas the market is restricted for war risk business and rates of premium can be maintained at a high level. Although this business calls for special judgement and constant watchfulness on the part of those in charge of the underwriting, it can be conducted, and in our case we think has been conducted, on safe and remunerative lines (applause).

However this may be, the Society's war risk business accounts for some £57,000 of the profits of the year 1904, which must be considered as a "windfall" and not as part of the Society's regular earnings. I mention this figure in sterling, not because the profit all accrued in sterling, but because it is convenient to take out all such statistics in sterling to avoid the exchange difficulty. It is not considered proper for an insurance company to pay a larger dividend one year than it can keep up in subsequent years nor to apply underwriting profits to dividend to more than a small extent. Absolute stability is the first point to be looked to and a fluctuating dividend does not convey the impression of stability. In commanding a dividend of \$40 per share, which is 5 per cent more than last year, we think we are increasing the dividend quite as much as is desirable. After paying \$40 per share as dividend, we have left enough to enable us to add \$150,000 to the silver reserve fund and to carry forward \$722,588 to underwriting suspense account against outstanding liabilities on 1904 a/c. Among these liabilities is included a sum of some \$10,000 which your Board has decided to employ in the payment to the staff of a bonus of 2½ per cent on their salaries. The results which have been put before you show ample testimony to the good work done by the whole staff, and I feel sure that all shareholders will approve of the Board's proposal to show their recognition of the staff's work in the manner suggested (applause). The figures for the year 1905 as shown in the report are very satisfactory. There have been a number of losses since, but after making a full estimate for those the balance in hand at the present date is about the same as it was last year on 1904 account. I would now like to mention the scheme for purchasing the majority of the shares of the China Traders' Insurance Company and issuing in exchange new shares in our Society. As you will have learned from our circular letter of 1st October an extraordinary general meeting will be held very soon, at which the whole scheme can be discussed, and all I wish to say now, while on the subject of accounts, is that we are confident that the proposed increase of capital will not in any way interfere with our being able to keep up the standard of our dividends in the future. Before proposing the adoption of the report and accounts I shall be glad to know if any shareholder wishes to ask any questions.

No questions were asked, and the CHAIRMAN proposed the adoption of the report and accounts. The Hon. Mr. STEWART in seconding the motion, said:—

Mr. CHAIRMAN.—Gentlemen.—I rise with much pleasure to second the adoption of the report and accounts, and in doing so feel relieved that no words of mine are necessary to recommend you the acceptance of figures which speak so eloquently for themselves. I am glad to notice the word of warning in the Chairman's speech as to our counting an annual certainty on the exception of good fortune which it has been the lot of this company to have had for the last few years. Those who are interested in Marine Insurance need no reminder as to how quickly a very great loss can occur if they do not make use of the services of a reliable underwriter.

The Magistrate.—Then you say they are different.

Witness.—You cannot compare them. There are various ways of making mortar in England and there are different kinds of lime.

Is it a fact that the local conditions are the same as in England?—You can get lime and sand in the London district exactly as here.

Witness stated that the best price of mortar he had seen in Hongkong was in mixed cement and sand. It might have been an exception.

Is it not a fact that the red earth commonly used in Europe possesses peculiar qualities for the purpose of making mortar?—I don't know.

This concluded the evidence for the prosecution.

The case was adjourned till Tuesday afternoon.

ASSAULT.

Two natives were charged with assaulting one, Lee Chin, at West Point on Tuesday.

Mr. P. W. Goldring (Messrs. Bruton, Hett and Goldring) prosecuted, and Mr. Otto Kong Sing appeared for the defence.

The facts of the case are related by Inspector Collett who were that the complainant borrowed \$3 from an acquaintance named Lam Kam, and absconded him directly afterwards. Three weeks later the creditor was walking with the two defendants, he met the complainant and demanded the return of his \$3. The debt, a laborer, previously lived in the same premises as his creditor, and said he had left his master's outfit in payment of the amount owing. A quarrel ensued, and the two defendants attacked the complainant while the creditor looked on. The defendants were ultimately arrested and taken to No. 7 Police Station, where it was found that the first was an ex-constable and the second a deserter from the police force who was wanted.

After hearing the evidence, his Worship held the assault proved and sentenced each of the defendants to two months' imprisonment with hard labour.

DESERTING FROM THE POLICE FORCE.

The second defendant was then put on his trial for deserting from the police force, and for neglecting to return his uniform and accoutrements.

The charge was proved, and the defendant was fined \$150, the alternative being two months' hard labour, consecutive to his previous sentence.

BEFORE MR. C. D. MELBOURNE (ACTING SECOND POLICE MAGISTRATE.)

EXTENSIVE THEFTS.

Chu Sing, who stole a packing case containing 20 rolls of satin value £60-1ds. from the premises of A. R. Marti of 29 Des Voeux Road, was sentenced to six weeks' hard labour and six hours in the stocks.

Chan Fuk, for stealing iron from a store at Mong Kok, was sentenced to 15 days' hard labour.

usual that people can adapt themselves quickly to new environment, but I think the figures clearly show that our staff have been able to meet the new problems which they have had to face with promptitude, ability and success. I am very glad to notice that the Board has shown its appreciation of this valuable quality in the way they have done. I feel certain that the bonus you have voted for will be voted by the whole of the shareholders with extreme cordiality (hear, hear). With these few remarks I beg to second the adoption of the report and accounts (applause).

The motion was carried.

The SECRETARY on behalf of the staff returned thanks for the hearty vote of thanks accorded them.

Mr. VERNON proposed the re-election of Messrs. N. A. Siebs and A. G. Wood as directors.

Mr. MORRIS seconded the motion, which was agreed to.

It was proposed by Mr. RICHARDS, seconded by Mr. JUPP and agreed, that Messrs. W. H. Potts and A. R. Lowe be appointed auditors.

The CHAIRMAN.—That is all the business. Gentlemen. Thank you for your attendance. Dividend warrants will be sent out to-morrow.

POLICE COURT.

Thursday, 19th October.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

AN INCIDENT ON THE LAISANG.

The captain of the *Laisang* proceeded against a native employed on the vessel for broaching the cargo. It appeared that when P. C. Horv went on board, in response to the usual signal, the captain charged the native with opening a case of injury, and then it transpired the native had assaulted the other Chinaman who witnessed the offence. The magistrate held that the final charge was not proved but fined defendant \$10 for the assault.

BUILDING PROSECUTIONS.

The hearing of the summons against the Wong Fong firm of contractors for contravening the building regulations by using inferior mortar—adjourned from last week—was resumed. Mr. T. L. Perkins, Executive Engineer in the Public Works Department, conducted the prosecution, and Mr. P. W. Goldring defended.

The points raised by the defence were that the test was not a fair one and that the mortar was good.

Inspector Edwards was further cross-examined by Mr. Goldring. He stated that he had no knowledge of how lime was manufactured and that he had passed no mortar here.

Mr. Perkins gave the results of his examination of the two briquettes, the subject of the charge. He did not consider them mortar at all. It was impossible to say without a chemical analysis in what they were deficient, but the defect may have been due to bad mixing, bad lime, at the first or the lime-slag. From appearance, he should say the mortar on the bricks produced was poor, but he would not like to express a definite opinion without a test. He would say, however, there was a lot of dead lime in the mortar, of sufficient extent, too, and it had not been properly mixed. When one sees that the mortar is notoriously bad, the examination of two briquettes was sufficient to support one's opinion.

Cross-examined. The rules for mortar in England did not apply to Hongkong, but he did not know what rules were applied here. He simply tested the mortar. He applied the English rule for testing mortar.

It is not a fact that the materials, the earth and lime, obtainable for the manufacture of mortar out here are of a different nature from those at home?—You can obtain anything in Hongkong.

Witness added there were different methods of making mortar at home.

The Magistrate.—Then you say they are different.

Witness.—You cannot compare them. There are various ways of making mortar in England and there are different kinds of lime.

Is it a fact that the local conditions are the same as in England?—You can get lime and sand in the London district exactly as here.

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CHINA LEAGUE.

Chu Sing, who stole a packing case containing 20 rolls of satin value £60-1ds. from the premises of A. R. Marti of 29 Des Voeux Road, was sentenced to six weeks' hard labour and six hours in the stocks.

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SUPREME COURT.

Thursday, 19th October.

IN CRIMINAL JURISDICTION.

BEFORE SIR F. T. DUGGOTT (CHIEF JUSTICE).

MANSLAUGHTER.

Wong Hing, Lui Tam, Wong Hong and Lou Siu were arraigned on the indictment of unlawfully killing and slaying one Yam Kam, at Kowloon on the 21st September.

Sir H. S. Berkeley, Attorney-General, instructed by Mr. F. B. L. Bowley, Crown Solicitor, presided, and Mr. H. G. Calthrop, instructed by Mr. F. P. Bott (of Messrs. Bruton, Hett and Goldring) represented the prisoners.

The plea was not guilty, and the following jury was empanelled:—A. R. Kinness (foreman), H. E.

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IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 351 of 1905.

Between the LI KI FIRM, Plaintiffs,
and
WONG U LUNG TAI, WONG TSZ PING,
WONG U CHONG, WONG SZ MING &
WONG YAN TONG, Defendants

TAKE NOTICE that the Writ of Summons issued against you herein has in accordance with the Order of His Honour ALFRED GASCOYNE WISE, Acting Chief Justice, made herein on the 14th day of October, 1905, been served by posting copies thereof at No. 237, Des Voeux Road Central, Victoria, Hongkong, and by posting copies thereof on the Court House Door, Victoria, a copy on the 14th day of October, 1905, and that if you intend to defend such action you must cause an appearance to be entered for you in this action within 8 days after the service of such Writ as aforesaid.

Dated the 17th day of October, 1905.

JOHN HA-TINGS,
No. 33, Queen's Road Central, Victoria,
aforesaid, Solicitor for the above-named Plaintiff.

To The Wong U Lung Tai Firm,
Wong Tsz Ping, Wong U Cheung,
Wong Sz Ming and Wong Yan Tong,
Lto of No. 237 Des Voeux Road,
Central, Victoria, aforesaid, Traders.

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"Brasidae," 20, Macdonnell Road,
(late of "Tang Yuen").
Hongkong, 27th June, 1905. [1535]

BOARD AND RESIDENCE.

MRS. GILLANDERS "GLENWOOD," 27, CAINE ROAD, Hongkong, 20th September, 1905. [2165]

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THE PEKING ATMOSPHERE.

The prevailing condition of the official atmosphere in Peking since the outbreak has been one of fear. A bold attempt to disguise the fact is being made, and we have learned with interest that the majority of high officials are conducting themselves with a quiet dignity which is really admirable. But underlying all there is an undoubted expectancy and dread, and some of those in high places themselves solve the belief that the recent tragedy stands alone in its baseness. Precautions of an extraordinary nature are observable everywhere, not only in the bodyguards which now attend all officials going to and fro on their errands of State, but at all the entrances to the city and yamenos which are now closely guarded by night and day, and the gates after closing hours are no longer open to the inspection of an "official hat," but the guards demand written guarantees of the intruder's official status and his business. Even the water-gates of the Imperial canal are now closed and guarded lest an assassin should secure entrance to the Palace or grounds by their means. A story has been going round that the party responsible for the outrage is the boy-ott party, and consequently those officials, notably Count Wong, who were mainly responsible for the Edict prohibiting it, are especially nervous. This state of affairs is in no way surprising and only too sympathetic with the Government, though it is mainly owing to their own ignorance and obstinacy that the troubles looming large for China are due. As the eyes of the people are being opened to know god from evil, they, like the people of Russia, are beginning to call for and to claim as their right due an honest and upright administration, and the privilege of calling what belongs to them their own. Whether it is recognised or not, and we cannot either as individuals or nations always diagnose the pain we feel, this is at the root of the whole matter in China. It is the corruption and injustice and oppression of the Mandarin class and the inefficiency which buys office and promotion which is stirring and fermenting the unrest in China and driving the learning men to talk of revolution, and well may the officials fear. Even the very Consulate, which is not notorious for being composed of the most enlightened men, is pointing the finger of scorn at the emulsions, and comparing the wretched environment of the Peking Court with that of other nations. It is impossible for China to draw up the blinds and in opening schools cry "It's there be light" without sweeping from her Throne and her Government offices the cobwebs of vice and corruption which have infested them during the centuries of lethargic darkness, without trouble resulting. We are glad to know that Peking shivers in its shoes, though we know not the cause which conduces to the fear, and to deplore the results which appear inevitable in the near future.—*Peking Times*.

ENGLAND'S "NATIONAL CRAZE."

A writer in the *Globe* must be a man after the lion. Mr. Shevan's own heart. He says:—Assuredly, if no stronger feeling is excited by the announcement that the Education Committee of the Central School District has decided to appoint a foot-ball instructor to the Hanwell School at a salary of 10s. a week. And entirely apart from economical considerations, such a practice suggests a very curious train of thought. We have long been accustomed to the professional cricket at our public schools, and he is now an important feature of the best preparatory establishments; but to the best of our knowledge neither Eton, nor Rugby, nor Winchester can yet boast of a paid football coach. Harwell has clearly the advantage over them; but, on the other hand, athletic prowess is any one of the great games is generally accepted at a public school in lieu of a first class from an applicant for an assistant mastership. It is the spirit of the age, and the parents accept it, paying the price sometimes in the debacles of their off-spring before the examiners. Athletism is the "national craze, and the Test Matches excite far more interest than the Derby or the Cambridgeshire," to say nothing of the fate of Cabinets or the fall of Empires. We could understand the feeling better if there were something enabling or invigorating in these ball games which monopolise the waking hours of our choicest manhood, and are the chief interest of the working classes; we could appreciate the excitement of the spectators if the cricket and football champions risked life and limb like the matadors and toreros of the Spanish arena. Such games are first-rate discipline for the young; they train the eye, they give wind and stamina, and it requires pluck for a lad to face fast bowling or stand up against a nasty rush at football. In the case with gold and croquet are a sojourn for middle-age, fine the weary in foot and rheumatic of shoulder. But to "tug the flying ball" as if that were the all-end-all of existence, is to take a totally false view of life, and one which must lead inevitably to the deterioration of the national character and the national physique.

It is worth while at first, perhaps, to take a little retrospect in regard to the provision of food at sea. Those who have ever made a long voyage, whether to India, the Far East, South Africa, or across the Atlantic, are generally surprised at first by the variety and extent of the viands provided. And if by chance the friendly collusion of one of the ship's officers has made it possible, they have been further astonished at the result when they have seen the limitations of the galley, particularly in vessels not of quite the most modern build. They have realised how large a part the cold storage-room bears in providing the fresh meat and fish, the eggs, butter, milk, and vegetables of daily consumption, and wonder vaguely what ocean travel must have been like when some veteran describes his first voyage out, perhaps forty years ago, when salt and preserved provisions were the staple fare. The possibility of refrigeration heralded the first great advance in catering at sea, but having adopted that the various companies were satisfied to go on making no changes whatever in the system of supplying their passengers with their meals. Of course, there was a bar, more or less an annex of the smoking-room, and through this liquid refreshment could be obtained at all reasonable hours. It remained, however, to the North German Lloyd Company to develop this into a real cafe in which all sorts of light refreshments could be had at all times. On the Kaiser Wilhelm der Grosse, for instance, there are two such cafes, which enjoy constant patronage, although there is a breakfast of so many things that the most garrulous appetite could not taste all. cups of chicken broth and bouillon handed round on deck at eleven, a lavishly generous luncheon at one, afternoon tea with abundant cakes at four, a dinner of many courses at seven and biscuits and sandwiches after tea.

The restaurant of the *America* marks, therefore, another stage. It was first foreshadowed just a year ago, at the annual meeting of the Carlton Hotel shareholders, when it was announced that Mr. Albert Ballin, director-general of the Hamburg-American Line, had approached the company with a view to its organising restaurants a la carte on this vessel and her sister ship, the *Kaiserin Augusta Victoria*, still on the slips at Stettin. After much discussion of details and practical inquiry as to the conditions of eating at sea, it was decided to give a fair trial to the project, as it was fully believed that a considerable proportion of passengers would like to take their meals at their own times and in company with their particular friends. The *America*'s restaurant will be placed amidships, on the promenade deck, and will seat about 120 persons at a time. It is to have tables of varying sizes, for single passengers, couples, and parties up to twelve. Very dainty chinaware, and table linen are to be used, and the table lights have been chosen with due regard to charging effect. It is a notable part of the scheme that the restaurant will have its own separate kitchen and staff of cooks and waiters. The meat will not be frozen but will be

THE THREE LUCKY WOMEN.

SUFFERERS FROM INDIGESTION TELL OF THEIR CURE BY MOTHER SEIGEL'S SYRUP.

Food is one of the first necessities of our lives, as necessary to us as the air we breathe. The first cry of a new-born infant is the plea for food, and the need of it ends only with life. Has food been easier to obtain ages ago in Europe, there would be fewer white men in this world.

These are plain truths known to everybody. What is not nearly so well-known is that one may eat an abundance of good food and yet starve, deriving from it, instead of nourishment, only intolerable pain. Where that is the case, the sufferer is a victim of indigestion.

There are thousands of such sufferers in every part of the world. Among them, until recently, was Mrs. Anna Olvare, of 104, Balmain Road, Kimberley, C.C. "For more than five years I suffered from a distorted stomach," she says in a letter dated December 5th, 1904. "I was nearly always constipated, which induced me to resort to purgatives, but their only effect was to make me worse. Headache and sleeplessness are commonly attending constipation, troubled me greatly. None of the many medicines I tried seemed to touch my complaint, until I came to Mother Seigel's Syrup. My husband's attention was called to that remedy by a very remarkable cure it effected in Johannesburg. It proved a lucky thing for me to-day. I am well and strong as any woman twenty years younger, a fact due entirely to Mother Seigel's syrup.

Hardly less strong is the testimony of Mrs. Annie Palm, of 120, Bartel's Place, Beaconsfield, C.C., who writes thus on December 6th, 1904:—

"Three years ago I suffered badly from constipation for which I quite failed to find any remedy. At last I consulted a doctor, and he advised me to take a course of Mother Seigel's Syrup. Two bottles were sufficient to cure me of my trouble, and I have ever since recommended that medicine to my friends. Several of them have derived great benefit from it."

The experience of Mrs. Annie Albany, of 24-26 Stratford, Wollerton, Jeppesdown, Transvaal, though slightly different, is fully as convincing as that of Mrs. Olvare and Mrs. Palm.

Writing, February 6th, 1905, to Messrs. A. J. White (Colonial), Ltd., corner of Princes and Diesel Streets, Part Elizabeth, C.C., proprietors in South Africa of Mother Seigel's Cervatia Syrup, she says:—"I suffered from indigestion for a number of years. At times the pain across my chest was dreadful. As my stomach could not retain food, I became very weak. Of the many medicines I tried only one gave me any relief, and that to owe my cure. I attribute this to Mother Seigel's Syrup. To it I owe my present good health. It conferred upon me a new lease of life, freedom from pain, and a keen appetite."

A RESTAURANT AT SEA.

The *Rangoon Gazette* on September 30th said:—"Luxury in ocean travel is progressive and it is claimed that further strides forward will be found when the huge new *America*, of the Hamburg-American Line, with her tonnage of 22,500, starts upon her maiden voyage on October 12. She is to be provided with lifts, a gymnasium, two trained nurses, and a children's nursery among other special features, but the most striking innovation is that, in addition to her ordinary dining-room, it would appear that the modern palatial liner never has saloons, casinos, or gangways, calling them rooms and staircases—there is to be a restaurant, in which passengers may order their meal à la carte, and at the hours that seem good to them. The idea would seem to be that the navigation of a ship and the housing and catering for its passengers are two totally distinct departments and while the one is placed unreservedly in the hands of trained and certificated seamen, the other should be undertaken by those of equal experience in regard to hotel management. Therefore the shipping company provide the restaurant and those who will run it, while the Carlton Hotel Company will look to the furnishing, the fittings, and most especially the food service and meals.

It is worth while at first, perhaps, to take a little retrospect in regard to the provision of food at sea. Those who have ever made a long voyage, whether to India, the Far East, South Africa, or across the Atlantic, are generally surprised at first by the variety and extent of the viands provided. And if by chance the friendly collusion of one of the ship's officers has made it possible, they have been further astonished at the result when they have seen the limitations of the galley, particularly in vessels not of quite the most modern build. They have realised how large a part the cold storage-room bears in providing the fresh meat and fish, the eggs, butter, milk, and vegetables of daily consumption, and wonder vaguely what ocean travel must have been like when some veteran describes his first voyage out, perhaps forty years ago, when salt and preserved provisions were the staple fare. The possibility of refrigeration heralded the first great advance in catering at sea, but having adopted that the various companies were satisfied to go on making no changes whatever in the system of supplying their passengers with their meals. Of course, there was a bar, more or less an annex of the smoking-room, and through this liquid refreshment could be obtained at all reasonable hours. It remained, however, to the North German Lloyd Company to develop this into a real cafe in which all sorts of light refreshments could be had at all times. On the *Kaiser Wilhelm der Grosse*, for instance, there are two such cafes, which enjoy constant patronage, although there is a breakfast of so many things that the most garrulous appetite could not taste all. cups of chicken broth and bouillon handed round on deck at eleven, a lavishly generous luncheon at one, afternoon tea with abundant cakes at four, a dinner of many courses at seven and biscuits and sandwiches after tea.

These are the important items given by Mr. Morse, but there are many others. Tarpon in bales of piece goods, for instance, serves many purposes from clothing downwards. The truth is that this is the form of importation that China calls for—the very cheapest; the finished product is not wanted outside the fringe around the treaty ports "which has taken an artificial taste" in Mr. Morse's phrase. Of cotton manufactures a full half is taken in the least finished shape, yarn, woollens are now no more than the value of forty years ago; and all iron and steel ships imported, three-sevenths are made up of plate cuttings, cobbles, and wire网, and old iron, the discards of Western markets; and even the window glass and condenser milk imported are usually in cases stencilled "China quality."

Captain H. Crichton, a gunner officer well known in Hongkong, where he was recently serving with No. 83 Company, R.G.A., has elected to take his retired pay. He had the Tigris Expedition, 1897-98, medal, with two clasp.

The defects in the boilers of the battleship *Allison*, which recently arrived home from the China Station, have been made good, and she will re-commence again at Hongkong for two years' service on her present station.

The survey ship *Erebus*, Captain J. F. Parry, now engaged in survey work on the Pacific coast, is down for another year of the same work in the same waters. The *Rambler*, Commander C. E. Moura, similarly engaged in Chinese waters, will also remain there next year.

Captain C. M. T. Watkins, Royal Engineers, commanding the 25th (Fortress) Company at Hongkong, has been promoted to the rank of major after eighteen and a half years' service in the army. As a special service officer he was employed in the North-West Frontier Campaign of 1897-98, roughing it for a considerable time with the Malakand Field Force, and doing some very useful work (mail with clasp).

Captain Horace Crichton, a gunner officer well known in Hongkong, where he was recently serving with No. 83 Company, R.G.A., has elected to take his retired pay. He had the Tigris Expedition, 1897-98, medal, with two clasp.

The defects in the boilers of the battleship *Allison*, which recently arrived home from the China Station, have been made good, and she will re-commence again at Hongkong for two years' service on her present station.

Captain C. W. T. Jones, D.S.O., R.M.L.I., has been appointed Intelligence Officer on the China Station.

carried in chambers that can be maintained at the temperature which will keep it best for the seven days required for the voyage.

What, it will naturally be asked, will be the effect of the innovation up on the rates for passage? Passengers will be allowed the option of booking tickets "with or without food." This concession, however, is not as great a one as the unhappy "bad sailor" who can "never eat sea" might imagine, remembering the sumptuous feast that has seemed most mockery to him or her when suffering from internal malaise. Only £3 is the reduction made for those who prefer to take their meals à la carte, which is about the sum that the average first-class passenger costs in food on the Atlantic voyage. It will not, therefore, be for economy that the ticket "without food" will be selected, though it may command itself to those who are unable to endure the sight of many substantial viands and dishes around them when travelling. With such the palate sometimes takes a strange craving, and the one thing not readily available may seem what is alone desirable. The antithesis of anything rich is usually desired, and it may be asked for in some such curious form as pickled beans or slices of lemon. People, too, who have adopted some special description of dietary, and there are many such nowadays, may also welcome the opportunity to continue their regimen. The *Allison* is being equipped for all orders of travellers, from those who can afford to take suites de luxe at £117 a room, to the more modest and lone first-class passenger, who for £21 10s. may enjoy the real comfort of a single-birth cabin, food included. It has been ordered by an export authority that the crew of a few years ago for excessively fast travel is disappearing, and there are now many who attach no importance to the saving of a few hours at sea, but who give a preference to a vessel which can show a maximum of comfort. It is for this reason that the latest "floating hotel" has been devised:

THRIFTY CHINA.

This is an admirably characteristic in the individual, but it is not a national characteristic, it certainly cannot be denied that it is an adverse influence in the field of international commerce.

In China, for instance, it is certain that the thrifty ways of the people create a considerable obstacle to the expansion of the import trade, though probably how important a part thrift plays in the foreign trade of China is not fully realised by us. Mr. H. B. Morse, of the Chinese Customs, a very close observer of trade movements, says that "nothing goes to waste" out there, and he proceeds to show the significance of this by some very interesting illustrations.

Timplate, which the Chinese do not make, was imported last year, according to the official statistics, to the amount of 18,26,000 lbs., or more than double the quantity imported in 1903. This figure, however, does not nearly represent the total quantity of timplate that was used in the industries of China, in order to arrive at which it is necessary to add to the reported imports for other goods subsequently used for the raw material of an industry. Raw oil was imported in 1904 to the extent of 16,000,000 cases. Taking the proportion of case to bushel oil proverbially at Shanghai, then 12,500,000 cases came in tin cans. Two such cans in a case weigh 47 lbs, and from this source of supply we have 60,000,000 lbs. of timplate imported for Chinese industrial use. Cotton pieces of the finer kinds are imported in cases protected by a tin lining, the weight of which may be put at 12½ lbs. per case, and the total at not less than 3,000,000 lbs. For other goods in tin-lined cases we may safely assume a minimum of 2,000,000 lbs. To the total import of 18,26,000 lbs., in the legitimate trade there should therefore be added 65 million lbs. introduced indirectly, thus raising the total supply for the Chinese demand to four and a half times the figures given in the statistics.

SHIPPING.

ARRIVAL.
ARCADIA, British str., 3,613, A. G. Cubitt, R.N.R., 19th Oct.—Romney 3rd Oct., and Singapore 14th. Mails and General P. & O. S. N. Co.
CHUSAN, British str., 2,852, H. W. Kenrick, R.N.R., 19th Oct.—Shanghai 16th Oct., Mails and General P. & O. S. N. Co.
EMMA LUYKEN, German str., 1,000, W. Martens, 18th Oct.—Sourabaya 8th Oct., Sugar-Order.
JACOB DIEDERICHSEN, German str., 620, Chr. Hansi, 19th Oct.—Holloway 11th Oct., Gon-rod—Jensen & Co.
KWEILIN, British str., 1,672, W. D. Brymer, 19th Oct.—Shanghai and Amoy 17th October, General—Butterfield & Swire.
KWONGKANG, British str., 1,480, W. P. Baker, 19th Oct.—Shanghai 14th Oct., General—Jardine, Matheson & Co.
TOLFOND, Norwegian str., 1,164, Hodie, 10th October—Rangoon 6th Oct., Kerosene, Chinese.
ZADA, British str., 2,985, C. Willis, 19th Oct., Rangoon and Singapore 14th Oct., Gen-eral—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
19th October.
Arcadia, British str., for Shanghai.
Stettin, British str., for Shanghai.
Sutong, British str., for Saigon.

DEPARTURES.

18th October.
PRINCE WALDEMAR, German str., for Australia, 19th October.
CECILIA, German str., for Yokohama.
HAIMUN, British str., for Swatow.
HANGHUA, British str., for Shanghai.
KWONGKANG, British str., for Canton.

SHIPPING REPORTS.

VESEL IN DOCK.
19th October.
ABERDEEN DOCKS.—
KOWLOON DOCKS.—*Suisang*, Dr. H. J. Kider.
Tsimshau, British str., for Saigon.
COSMOPOLITAN DOCK—*Pelchaburi*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY.
LIMITED.

FORSWATOW, AMOY AND POOCHEW.

THE Company's Steamship
"HARICING,"
Captain A. E. Hodgins, will be despatched for the above ports TO-MORROW, the 21st inst., at 4 p.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 19th October, 1905. [236]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship
"BENVENUTO,"

Captain Kroble, will be despatched as above on about MONDAY, the 30th October.
For Freight apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 12th October, 1905. [236]

FOR SYDNEY AND MELBOURNE.
Calling at MANILA, PORT DARWIN and QUEENSLAND Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
"EMPIRE,"
Captain Heirs, will be despatched for the above ports on WEDNESDAY, the 1st November, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A duly qualified Surgeon and Stewardess are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong 12th October, 1905. [236]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK,
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALARIA
COAST).

PROPOSED SAILINGS FROM HONGKONG,
1905. About
"WRAY CASTLE" Nov. 1st.
"GHAZI" to follow.
"LOTHIAN" to follow.
For Freight and further information, apply to
DODWELL & CO. LTD.,
Agents.
Hongkong, 10th October, 1905. [216]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON,
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE
"CHUSAN,"
Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 21st October, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. *Britannia*, 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Moldavia* due in London on 2nd December.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 9th October, 1905. [1]

VESSELS ADVERTISED AS LOADING
To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTION 1. From Green Island to the Harbour Master's. SECTION 2. From Harbour Master's to Blake Pier. SECTION 3. From Blake Pier to Naval Yard. SECTION 4. From Naval Yard to Fast Point.

DESTINATION	VESEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	CHUNAN	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	To-morrow at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 25th inst.
LONDON & ANTWERP	BENVENUTO	Brit. str.	1 m.	Kroble	GIBB, LIVINGSTON & CO.	About 30th inst.
LONDON, AMSTEDAM & ANTWERP	DIOMED	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 24th inst.
LONDON, AMSTERDAM & ANTWERP	MACHAO	Brit. str.	—		BUTTERFIELD & SWIRE	On 7th Nov.
LONDON, AMSTERDAM & ANTWERP	KINTUCHI	Brit. str.	—		BUTTERFIELD & SWIRE	On 21st Nov.
AMSTERDAM, LONDON & ANTWERP	DEUCALION	Brit. str.	—		BUTTERFIELD & SWIRE	On 5th Dec.
AMSTERDAM, LONDON & ANTWERP	HECTOR	Brit. str.	—		BUTTERFIELD & SWIRE	On 19th Dec.
MARSEILLES, LONDON & ANTWERP, &c.	DEN OF MAINS	Brit. str.	—		NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	OCEANIEN	Fren.str.	—	Slager	MESSAGERIES MARITIMES	On 31st inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	ZIETEN	Ger. str.	—	Conret	MELCHERS & CO.	On 25th inst., at Noon.
COPENHAGEN & BALTIQUE PORTS	EIDEVOLD	Nor. str.	—	F. von Binzer	MELCHERS & CO.	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	BORUSSIA	Ger. str.	k. w.	Hahn	HAMBURG-AMERIKA LINIE	On 1st Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SEBRIA	Ger. str.	k. w.	Hoffschmidt	HAMBURG-AMERIKA LINIE	On 16th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 18th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 13th Dec.
GENOA, MARSEILLES & LIVERPOOL	CALCHAS	Brit. str.	—		BUTTERFIELD & SWIRE	On 24th Nov.
GENOA, MARSEILLES & LIVERPOOL	GLACUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th Dec.
TRISTE, &c., VIA SINGAPORE, &c.	SILSEA	Aug. str.	—	L. de Stabile	SANDER, WIELER & CO.	On 29th inst.
NEW YORK VIA SUEZ	NUBIA	Ger. str.	—	Habel	HAMBURG-AMERIKA LINIE	About 31st Dec.
NEW YORK VIA PORTS & SUEZ CANAL	WATZ CASTLE	Brit. str.	—		DODWELL & CO., LTD.	On 6th Nov.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ALSTON	Brit. str.	1 m.	S. Robinson, Esq.	SHEWAN, TOME & CO.	On 23rd inst., at 5 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 15th Nov.
VICTORIA (C.) & TACOMA VIA JAPAN	PEINGSUEY	Am. str.	—	E. V. Roberts	CANADIAN PACIFIC R. CO.	On 23rd inst.
VICTORIA (C.) & TACOMA VIA JAPAN	DAKOTA	Am. str.	1 m.		BODWELL & CO., LTD.	On 9th Nov.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARABA	Am. str.	—	E. Francke	NIPPON YUSEN KAISHA	About 2nd Nov.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	Metzenthin	PORTLAND & ASIATIC S.S. CO.	On 7th Nov., at Daylight.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	1 m.	Holm	GIBB, LIVINGSTON & CO.	On 1st Nov., at Noon.
AUSTRALIAN PORTS VIA TAIWAN	PRINZ SIGISMUND	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 2nd Nov.
VLAIVOSTOCK	ANDALUSIA	Ger. str.	k. w.		MELCHERS & CO.	On 14th Nov.
JAPAN VIA SHANGHAI	TILATJAP	Dut. str.	—		HAMBURG-AMERIKA LINIE	On 1st Nov., at 5 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PALERMO	Brit. str.	1 m.		JAVA-CHINA-JAPAN LINIE	Quick despatch.
TIENTSIN	ESANO	Brit. str.	—		JARDINE, MATHESON & CO.	On 29th inst.
SHANGHAI	ACADIA	Brit. str.	—	A. G. Cubitt, R.N.R.	CANADIAN PACIFIC R. CO.	On 25th inst., 3 P.M.
SHANGHAI & KOKE	KWELIN	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 23rd inst., at 4 P.M.
SHANGHAI VIA NINGPO	WINGANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 21st inst.
SHANGHAI VIA NINGPO	WINGSANG	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 23rd inst., at 4 P.M.
SHANGHAI VIA NINGPO	FRITH JOF	Nor. str.	1 m.		JARDINE, MATHESON & CO.	On 27th inst., at 10 A.M.
SHANGHAI VIA SWATOW AMOY & FOOCHEW	TRUMPLA	Ger. str.	1 m.		JARDINE, MATHESON & CO.	On 8th Nov.
ANPING VIA SWATOW & AMOY	PROMISE	Nor. str.	1 m.		JARDINE, MATHESON & CO.	On 1st Nov., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DALIN MARU	Jap. str.	—		JARDINE, MATHESON & CO.	On 22nd inst., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—		JARDINE, MATHESON & CO.	On 29th inst., 10 A.M.
SWATOW, AMOY & FOOCHEW	HAICHING	Brit. str.	2 h.		JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
ZAIDA	ZAIDA	Brit. str.	—		JARDINE, MATHESON & CO.	On 24th inst., at Daylight.
LEON-SANG	ZAPIKO	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA	TAMING	Brit. str.	—		JARDINE, MATHESON & CO.	To-morrow, at Noon.
MANILA	RUEL	Brit. str.	—		JARDINE, MATHESON & CO.	On 24th inst.
CEBU & ILIGO	KAIFONG	Brit. str.	—		JARDINE, MATHESON & CO.	On 25th inst., at Noon.
SANDAKAN VIA KUDAT	MAUSANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 24th inst., at 4 P.M.
SINGAPORE	ONSANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 26th inst., at Daylight.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—		JARDINE, MATHESON & CO.	To-morrow, at Noon.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS ACROSS THE PACIFIC is the "EMPERESS LINE," Saving 3 to 7 days' Ocean Travel.

12 DAYS YOKOHAMA TO VANCOUVER,
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER.

"ATHENIAN" 3,882 Tons ... WEDNESDAY, 1st Nov. ... 25th Nov.

"EMPERESS OF INDIA" 6,000 WEDNESDAY, 15th Nov. ... 6th Dec.

"TARTAR" 4,425 WEDNESDAY, 29th Nov. ... 23rd Dec.

"EMPERESS OF JAPAN" 6,000 WEDNESDAY, 31st Dec. ... 3rd Jan.

"EMPERESS OF CHINA" 6,000 WEDNESDAY, 10th Jan. ... 31st Jan.

21 DAYS HONGKONG TO VANCOUVER.

<p

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	OUTWARDS.	DUE
GLASGOW and LIVERPOOL	"MENELAUS"	On 7th November.	
GLASGOW and LIVERPOOL	"PINGSUZY"	On 7th November.	
GLASGOW and LIVERPOOL	"HECTOR"	On 7th November.	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 14th November.	
GLASGOW and LIVERPOOL	"HYSON"	On 21st November.	
GLASGOW and LIVERPOOL	"PRIAM"	On 28th November.	
GLASGOW and LIVERPOOL	"ONANA"	On 29th November.	
GLASGOW and LIVERPOOL	"AJAX"	On 5th December.	
GLASGOW and LIVERPOOL	"HUCHOW"	On 5th December.	
GLASGOW and LIVERPOOL	"IDONEOUS"	On 12th December.	

FOR	STEAMERS	HOMEWARDS.	TO SALE
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 24th October.	
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 7th November.	
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS"	On 24th November.	
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 21st November.	
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 5th December.	
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 19th December.	
GENOA, MARSEILLES and LIVERPOOL	"GLAUCUS"	On 20th December.	

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SALE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS	"PINGSUZY"	On 8th November.
NAGASAKI, KOBE and YOKO-HAMA	"ONANA"	On 1st December.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN" "MACHAON"	On 28th October. On 3rd November.
		For freight, apply to—
Hongkong, 18th October, 1905.	BUTTERFIELD & SWIRE, AGENTS.	19-10

CHINA NAVIGATION CO.
LIMITED.

FOR
NINGPO AND SHANGHAI "KWEILIN" On 20th October.
CEBU and ILOILO "KAIFONG" On 24th October.
MANILA "TAMING" On 24th October.
ZAMBOANGA, PORT DARWIN, ETC. "TAIYUAN" On 2nd November.
* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
Taking cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking cargo and passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For freight or passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th October, 1905.

11

NORTHERN PACIFIC LINE.

BOSTON S. S. CO., BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	Wednesday, October 25th
HYADES	3,753	Gee Wright	Monday, November 20th
TREMONT	9,606	T. W. Garlick	Friday, November 24th
LYRA	4,417	G. V. Williams	Saturday, December 9th
PLEIADES	3,753	E. G. Fuerst	Friday, December 29th

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric light in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.
Hongkong, 10th October, 1905.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SALE	REMARKS
SHANGHAI	"ARCADIA" { A. G. Cubitt, M.N.E.	About 19th October	Freight and Passage.
LONDON &c, VIA USUAL PORTS	"CHUSAN" { H. W. Kenrick, R.N.R.	Noon, 21st October	See Special Advertisement.
SHANGHAI & KOBE	"MAZAGON" { W. H. S. Hall	About 21st October	Freight only.
LONDON and ANTWERP	"PERA" { A. L. Valentini	About 25th October	Freight only.

For further particulars apply to—

Hongkong, 19th October, 1905.

ON SALE.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, IN DO-CHINA AND SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST		
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FOR

1905.

THE FORTY-THIRD ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTIVE SECTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c. &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

Royal Octavo—Complete with Fourteen Map and Plans, pp. 1,750, \$10.00. Directory only p.p. 1,300, \$6.00.

The Directories and Descriptions are of

CHINA
Wuhu Canton
Tientsin Kwangtung Whampoa
Peitaiho Hankow Kowloon
Taku Yechow Lappa
Newchwang Shansi Sunskui
Daly Ichang Kongmoo
Port Arthur Chungking Wu-chow Kwangchauwan
Chefoo Hangchow Kwangchauwan
Weihaiwei Ningpo Pakhoi
Kiaochow Wenchow Holow
Shanghai Santa Lungchow
Fuchow Foochow Mangtze
Chinkiang Amoy Holow
Ranking Swatow Szemao
JAPAN AND FORMOSA
Tokyo Osaka Keelung
Yokohama Moji Tai-nan
Hyogo Nagasaki Takow
Kobe Hakodate Aping
Shimonoseki Tamsui Tamsui
Vladivostock Nikolajewsk
EASTERN SIBERIA
Seoul Wonson Mukpo
Chemulpo Fusen Chinampu
Kusanung Pingyuan Songchein
Mampong
HONGKONG AND ITS DEPENDENCIES
MACAO
French Indo-China
Hanoi Annam Tourane
Haiphong Huo Saigon Cambodge
Tonkin Province Quinhon
PHILIPPINES
Manila Ilolo Cebu
Sarawak Lubun British N. Borneo
BANGKOK Straits Settlements
Singapore Penang Malacca Prov. Welllesley
Johore Sungai Ujong Selangor
Pahang Jeloh Perak
NETHERLANDS INDIA
Batavia Samarang Padang
Buitenzorg Sourabaya Macassar
East Coast of Sumatra
NAVAL SQUADRONS
British Gouain Russian
French Japan United States
OFFICERS OF COAST AND RIVER STEAMERS
The book is printed from New Type specially arranged for the purpose, and uniformity in every arrangement now greatly facilitates reference

The
ALPHABETICAL LIST OF RESIDENTS
contains the names of over
20,000 FOREIGNERS.

carefully arranged, with the initials as well as the surnames in strictly alphabetical order, that any name can be found instantly.

The PROTESTANT MISSIONARIES.

IN CHINA, JAPAN AND COREA are arranged in a special separate list.

THE MAPS AND PLANS
have been engraved by one of the most eminent Firms in Great Britain and are corrected and brought up to date. They consist this year of fourteen of the following:

COLORED PLATE OF FLAGS OF FOREIGN HONG-MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOREA AND HYEGO

PLAN OF FOREIGN SETTLEMENTS, TIENSIN

PLAN OF TSINGTAO (KIAOCHAU)

PLAN OF FOREIGN CONCESSION, SHANGHAI

SHOWING THE EXTENDED SETTLEMENT

PLAN OF THE CITY OF VICTORIA

PLAN OF PEAK DISTRICT, VICTORIA

PLAN OF KOWLOON

PLAN OF SAIGON

PLAN OF SINGAPORE

PLAN OF PENANG

PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the texts of all the most important Treaties concluded with the countries of Eastern Asia.

The various Customs Tariffs, Trade Regulations

Chambers of Commerce, Scales of Commissions

and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money Weights, and Measures, and other Commercial Information including:

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin, 1858; Turf Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Duties, 1869; Chiefford, 1876, with Additional Article; Opium Convention, 1882; Chungking Convention, 1891; Tibet Sikhim Convention, 1890; Burmese Convention, 1897; Kowloon Extension, 1898; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1855; Conventions, 1856, 1857, and 1859; Frontier Trade Regulations.

United States—Tientsin, 1855; Additional 1865; Peking, 1859; Immigration, 1894

Austria—Tientsin, 1863; Peking, 1863; Commercial, 1863.

Germany—Tientsin, 1861; Peking, 1863; Kiaochow Convention, 1895; Mining Concession, 1898.

Japan—Shimonoseki, 1859; Liutung Convention, 1855; Commercial, 1860; New Ports, 1896; Supplementary Commercial 903.

Russia—St. Petersburg, 1881; Russian Land Code, 1881; Port Arthur and Taliowan Agreement, 1898.

Portugal, 1888; Commercial Treaty, 1894.

Spain—Tientsin, 1855; Conventions, 1856, 1857,

POST OFFICE NOTICES.

CHRISTMAS AND NEW YEAR PARCEL MAILS, HOMEWARD.
Parcels for the United Kingdom via Gibraltar posted up to 5 p.m. on Friday, the 3rd of November are due in London about the 11th December, and those posted up to 5 p.m. on Friday, the 17th November are due in London on Christmas Morning.

With an additional fee of 60 cents parcels may be forwarded via Brindisi and if posted before 5 p.m. on the 17th November would accompany the later mail due in London on the 18th December. Parcels intended for New Year's delivery should also be forwarded by the mail of December 5. Parcels intended for New Year's delivery should also be forwarded by the mail of January 5, as the parcel mail of the 1st of December is not due in London till the 8th of January via Gibraltar and the 2nd January via Brindisi.

The rates of postage on ordinary parcels are as follows:

For a parcel not exceeding 3 lbs. in weight 60 cents.

7 lbs. 1.20.

11 lbs. 1.80.

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

60 Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m.

On Sunday the mail for Macao is closed at 8 a.m.

Mails for NAMAO, SANKEE, KONGMOOF, KUMCHUK, SAMSHUI, WUCHOW and

CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are despatched to those places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR PER DATE

Shanghai Yokohama and Kobe	Trieste	Friday, 20th, 8.00 A.M.
SHANGHAI	Arcadia	Friday, 20th, 9.00 A.M.
Hongkong & Maiphong	Polo	Friday, 20th, 9.00 A.M.
Macao	Pronto	Friday, 20th, 9.00 A.M.
Roncior and Mauritius	Hemphill	Friday, 20th, 11.5 P.M.
Manila	Quinta	Friday, 20th, 2.00 P.M.
Amoy	Loungang	Friday, 20th, 4.00 P.M.
Ningpo and Shanghai	Hongke	Friday, 20th, 5.00 P.M.
Pakhoi and Haiphong	Kwai-chin	Friday, 20th, 5.00 P.M.
Shanghai, Meji, Kobe and Yokohama	J. Diederichsen	Friday, 20th, 6.00 P.M.
Swatow and Bangkok	Pitshaburi	Saturday, 21st, 10.00 A.M.
Singapore	Orsang	Saturday, 21st, 10.00 A.M.
Manila	Zefiro	Saturday, 21st, 12.00 P.M.
Europe, &c., India via Tunicorin		Printed Matter and Samples
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		Registration, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Registration, Kowloon B.O., 10.00 A.M.
The Parcel mail will be closed to-morrow, the 20th inst., at 5 p.m.		Nolate fee
Macao	Hengshan	Letter, 11.00 A.M.
Swatow, Amoy and Foochow	Haitching	Saturday, 21st, 1.15 P.M.
Amoy, Straits and Rangoon	Zaidi	Saturday, 21st, 3.00 P.M.
Saigon	Emma Lukken	Saturday, 21st, 5.00 P.M.
Singapore, Amoy and Tamsui	Dajin Maru	Saturday, 21st, 5.00 P.M.
Swatow, Singapore and Bangkok	Chung-fa	Saturday, 21st, 5.00 P.M.
Macao	Heungshan	Saturday, 21st, 5.00 P.M.
Ningpo and Shanghai	Wing-yang	Monday, 23rd, 1.15 P.M.
Macao	Heungshan	Monday, 23rd, 3.00 P.M.
Singapore, Penang and Calcutta	Lai-sing	Tuesday, 24th, 1.15 P.M.
Cobu and Holo	Tsing	Tuesday, 24th, 2.00 P.M.
Amoy, Moji, Kobe, Yokohama, Victoria and Tacoma	Kaiyong	Tuesday, 24th, 3.00 P.M.
	Starwmut	Wednesday, 25th, 10.00 A.M.
	Zietzen	Wednesday, 25th, 12.00 P.M.
		Printed matter and Samples
		Registration, 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Registration, Kowloon B.O., 10.00 A.M.
		No late fee
		Letters, 11.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

TO-DAY.

Ordinary General Meeting of the Canton Insurance Office, Ltd., noon.

TO MORROW.

Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

Sale, Japanese Curios, Sales Rooms, Mr. V. J. Remondos, 2.00 p.m.

COMMERCIAL.

CLOSING QUOTATIONS
19th October.

ON LONDON.— Telegraphic Transfer 111.

Bank Bills, on demand 111.

Bank Bills, at 30 days' sight 111.

Credit, at 3 months' sight 111.

Documentary Bills, 4 months' sight 22

ON PARIS.— Bank Bills, on demand 245.

Credits, at 3 months' sight 249.

ON GENEVA.— On demand 104.

ON NEW YORK.— Bank Bills, on demand 171.

Credits, 60 days' sight 188.

ON BOSTON.— Telegraphic Transfer 145.

Bank, on demand 145.

ON CALCUTTA.— Telegraphic Transfer 144.

Bank, on demand 143.

ON SHANGHAI.— Bank, at sight 71.

Private, 30 days' sight 22.

ON TOKYO.— On demand 355.

ON MANILA.— On demand Pesos 45.

ON SINGAPORE.— On demand 9 p.c. p.m.

ON BATAVIA.— On demand 117.

On Batifung.— On demand 245.

On SAIGON.— On demand 145.

ON BANGKOK.— On demand 91.

GOVERNMENTS, Bank's Buying Rate 10.15.

GOLD LEY, 100 line, per tael 53.70.

BAR SILVER, per oz. 28.14.

OPIUM.

18th October.

Quotations are:— All new to net to 1 catty.

Malwa New 1120 to — per picul.

Malwa Old 1120 to —

Malwa Older 1120 to —

Malwa V. Old 1120 to —

Persons extra fine 1120 to —

Patna New 117 to — per chent.

Patna Old 1103 to —

Banaras New 119 to —

Banaras Old 1190 to —

VESSELS EXPECTED.

THE AMERICAN MAIL.

The O. & O. str. *Dorie* will leave Manila Saturday morning the 21st Oct., and is due here early Monday morning the 23rd Oct.

The P.M. str. *Manchur* will leave Yokohama on the 17th Oct., and is due here on the 29th Oct.

THE GERMAN MAIL.

The I.G.M. str. *Zietzen* left Kiel via Nagasaki and Shanghai on the 15th Oct., p.m., and may be expected here on the 24th Oct.

The next German mail str. *Sachsen* has passed Suez Canal on the 1st Oct., and may be expected here on the 1st Nov.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* arrived at Yokohama at 1.30 p.m. on Monday, the 16th Oct., and left again at 6 a.m. on Tuesday for Kobe, where she was due to arrive at 6 a.m. on Wednesday.

MERCHANT STEAMERS.

The str. *Indrahi*, from New York, left Singapore on Sunday, the 15th Oct., at 8 a.m.

The I.G.M. Australian str. *Prince Sigismund* left Sydney on Saturday, the 30th Sept., and may be expected here on Monday, the 23rd Oct.

The Ben Linn str. *Bennair*, from Antwerp and London, left Singapore on the 17th Oct., and is expected here on the 23rd Oct.

The N.Y.K. chartered str. *Courtfield* left

Highest open air Temperature on 18th, 83 80
Lowest open air Temperature on 18th, 74 72

JOINT STOCK SHARES.

Hongkong, 19th October.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Banks		
Hongkong & Shantung	\$125	\$905, sales London, 2000.
National H. of China		
A. Share	25	\$88, buyers
Bell's Anthuses E. A.	125.00	\$7, buyers
China-Hornby Co.	\$12	\$11.75, sellers
China Light & P. Co.	\$10	\$10, buyers
China Provision	\$10	\$9, sales
Cotton Mills		
Ewo.	50	Tls. 57, buyers
Hongkong	\$10	\$14, sellers
International	75	Tls. 44.
Lau Kong Mow	Tls. 100	Tls. 61.
Sycohoe	Tls. 500	Tls. 250, buyers
Dairy Farm	\$10	\$171.
Docks and Wharves		
Farnham, B. & Co.	Tls. 100	Tls. 144, buyers
H. & K. Wharf & G.	\$50	\$1074, buyers
H. & W. Dock	\$50	\$182, sellers
Newancy Dock	\$25	\$17.
S'hai & H. Wharf	Tls. 100	Tls. 187.
Fenwick & Co. Geo.	25	\$21, sellers
G. Island Cement	\$10	\$24, buyers
Hongkong & C. Gas.	\$10	\$21, buyers
Hongkong Electric	\$10	\$16, buyers
Hongkong Hotel Co.	\$10	\$216, buyers
Hongkong Ice Co.	\$25	\$147, buyers
Hongkong Rope Co.	\$10	\$25, sellers
H'ong S. Waterbury	\$10	\$12.
Land and Building		
Hongkong Land	\$100	\$126, sales & buy.
Humphrey's Estate	\$10	\$122, sales & buy.
Kowloon Land & B.	\$80	\$40, buyers
Shanghai Land	Tls. 50	Tls. 122, buyers
West Point Building	\$60	\$65, sellers
Mining		
Charbonnages	Frs. 250	\$400.
Raubs	18/10	\$34.
Philippine Co.	\$10	\$7, sellers
Refineries		
China Sugar	\$100	\$228, sellers
Luzon Sugar	\$100	\$15, buyers
Steamship Companies		
China and Manilla	\$25	\$18, buyers
Douglas Steamship	\$50	\$32.
H. Canton & M.	\$15	\$24, sellers
Indo-China S. N. Co.	\$10	\$8, buyers
Shell Transport Co.	\$1	218.
Sho. Preference	\$10	218.
Star Ferry	\$10	\$33, sellers
Do. New	\$5	\$25, sellers
Shanghai & H. Dry Dock	\$25	\$60.
South China A. Post	\$25	\$22, sellers
Steam Laundry Co.	\$10	\$8, sellers